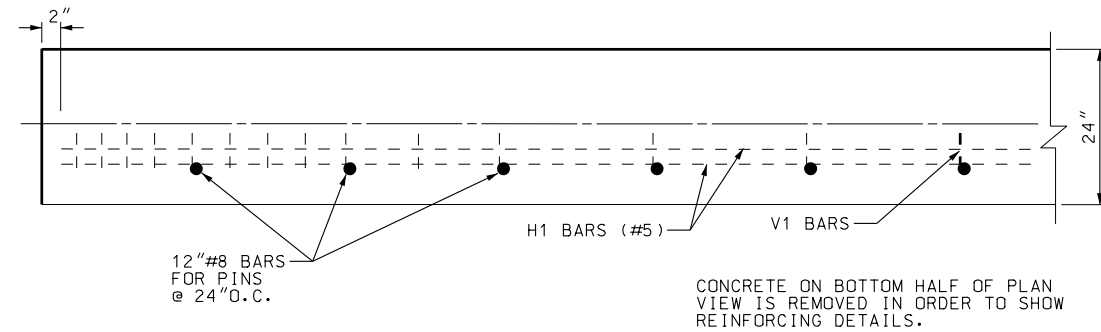
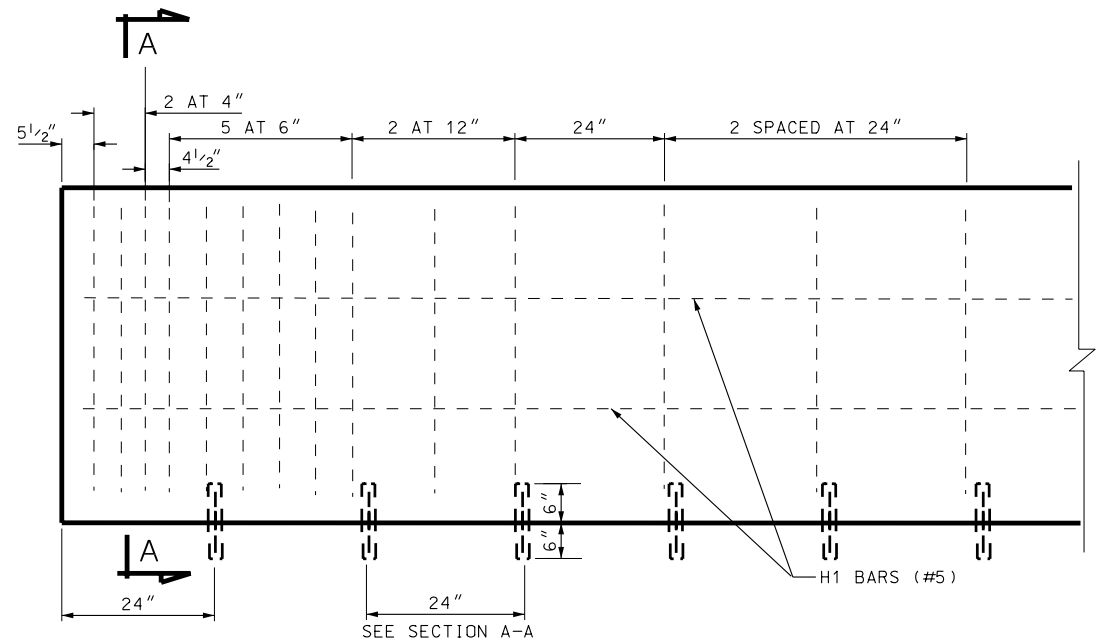


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PLAN VIEW
(SYMMETRICAL ABOUT CENTER LINE)

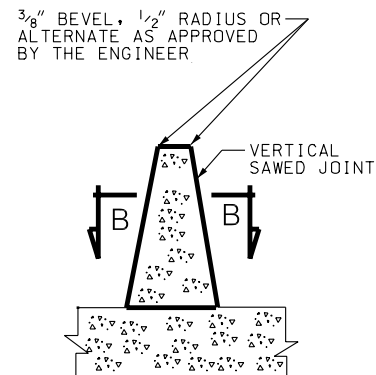


ELEVATION

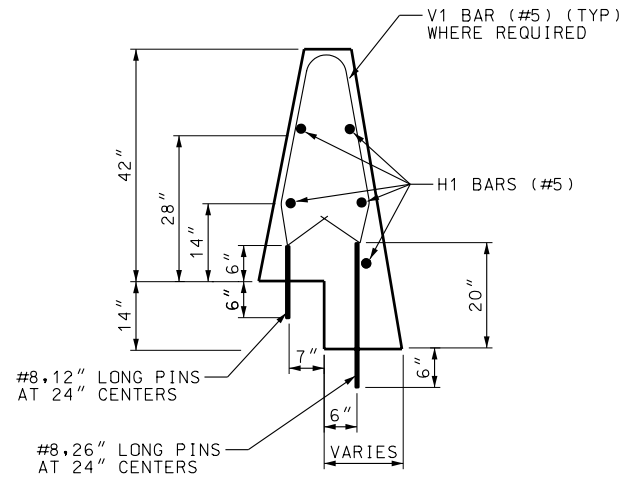


DELINEATION HARDWARE
AND SPACING

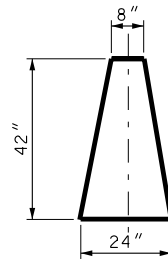
SEE NOTE 8



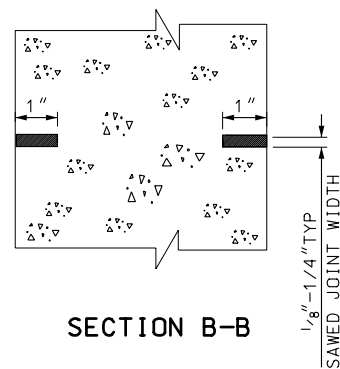
SECTION THROUGH SAWED JOINT



SECTION A-A
(STEPPED PAVEMENT)

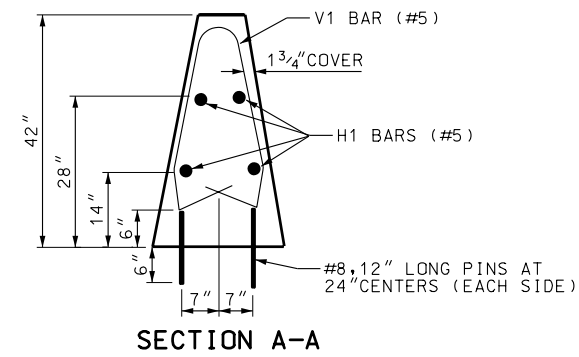


TYPICAL SECTION

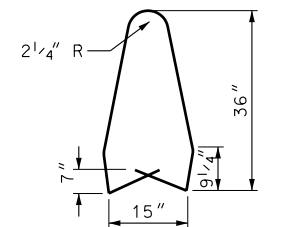


SECTION B-B

REINFORCING DETAILS



SECTION A-A



V1 BAR (#5)

NOTES:

1. METHODS DEvised BY THE CONTRACTOR AND APPROVED BY THE ENGINEER ASSURING THE LONGITUDINAL ROADWAY STEEL IS POSITIONED, +/- 1/2 inch AS DIMENSIONED IS SATISFACTORY.
2. THE CONTRACTOR CAN SLIP FORM THE BARRIER, IN WHICH CASE TYING ADDITIONAL REINFORCEMENT TO THE UPPER TWO THIRDS OF THE REINFORCING CAGE PROVIDES BRACING.
3. DO NOT USE BARRIER TO SUPPORT HIGHWAY LIGHTING POLES.
4. DO NOT USE BARRIER FOR BRIDGE ROADWAY APPLICATIONS.
5. SAW JOINTS AT PAVEMENT TRANSVERSE JOINTS.
6. USE COATED DEFORMED BILLET-STEEL BARS CONFORMING TO AASHTO M 284, OR M 111 AND M 31M GRADE 400.
7. USE CLASS AA(AE) CONCRETE UNLESS WHERE SPECIFIED OTHERWISE.
8. SEE STD DWG GW 9 FOR DELINEATION HARDWARE AND STD DWG GW 10 FOR DELINEATION SPACING.

REVISIONS
1 08/08/02 T.J. ADDED 'UNLESS' TO NOTE 7

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL
CHAIRMAN STANDARDS COMMITTEE
APPROVED
DEPUTY DIRECTOR
DATE
DEC. 19, 2002
DATE
DEC. 19, 2002

CAST IN PLACE
CONSTANT SLOPE
BARRIER

STANDARD DRAWING TITLE

STD DWG
BA 3